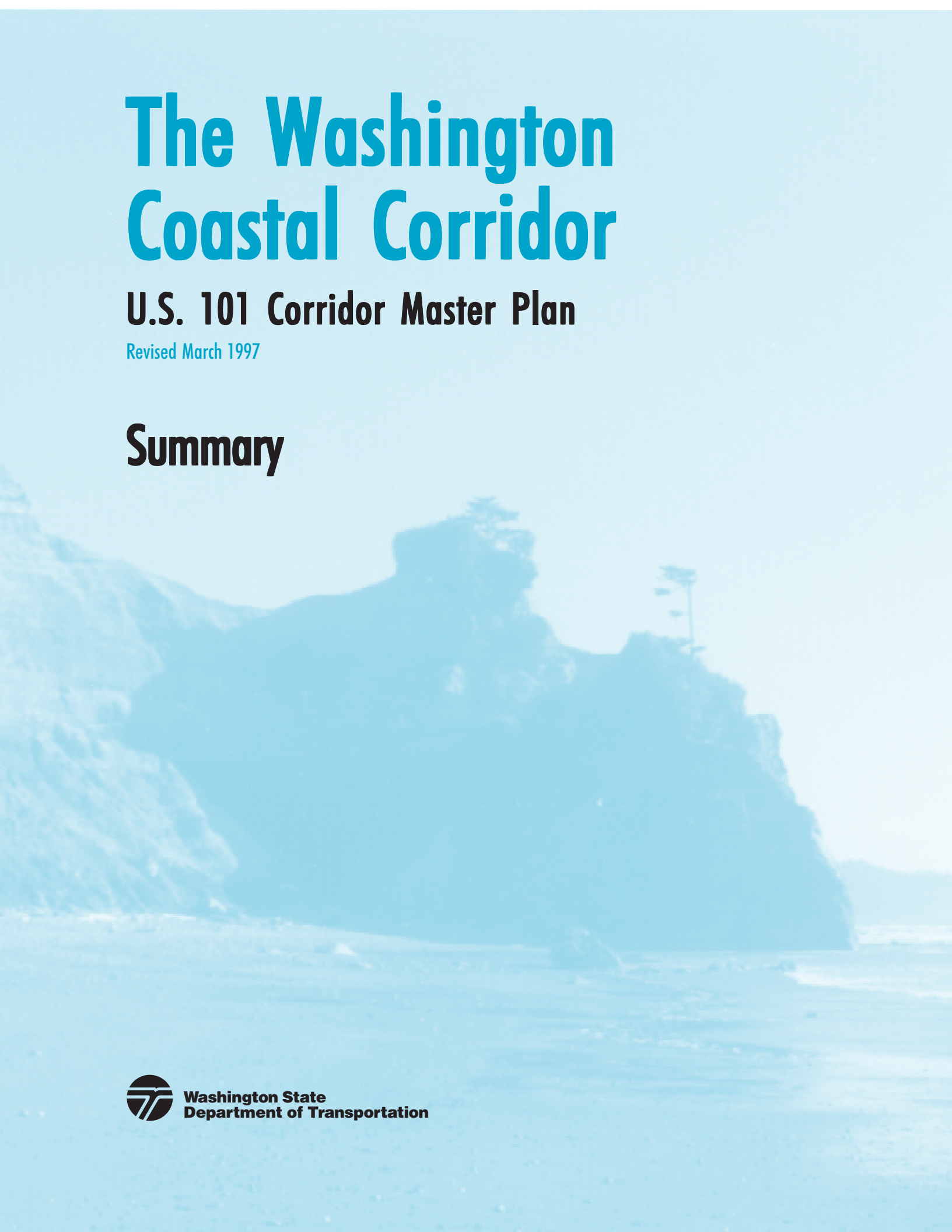
The Washington Coastal Corridor

U.S. 101 Corridor Master Plan

Revised March 1997

Summary



Washington State
Department of Transportation

Washington Coastal Corridor

March 10, 1997

A Message to the Reader:

This is a summary of the revised *U.S. 101 Corridor Master Plan* for the Washington Coastal Corridor Project. The *Corridor Master Plan* is the result of more than four years of citizen involvement and community and agency coordination along the entire 365-mile Corridor. Its purpose is (1) to compile local and regional vision and goals and (2) to document the improvements and opportunities identified by community members that will shape how the highway can support local communities' economies and interests.

The *Corridor Master Plan* is not a regulatory document. As a management tool it applies to the highway right-of-way only. Ideas for enhancements or improvements closely related to U.S. 101, but outside the right-of -way are presented as opportunities for partnership that could be initiated by local jurisdictions and organizations with the Washington State Department of Transportation (WSDOT) or other agencies as a local jurisdiction deems appropriate.

The *Corridor Master Plan* describes many of the unique resources of the state's Coastal Corridor and their inter-relationships with the transportation system and the local and regional economy. The *Corridor Master Plan* presents ideas, suggestions, and recommendations as developed by many of your fellow citizens and community leaders.

Communities and organizations may use the plan to propose and seek funding for projects through their city or county planning departments and their Regional Transportation Planning Organization (RTPO). Potential projects need not be specifically identified in the *Corridor Master Plan*, but should complement the vision and goals outlined. While this plan provides many ideas for projects; it is only a starting point. Communities are encouraged to develop many more projects that reflect what is important to area residents.

The *Corridor Master Plan* is published as six separate volumes, corresponding to the six planning areas around the 365-mile-long highway. The *Corridor Master Plan* is also available as a single overall volume, combining all the planning areas, and placed in local libraries and with city and county planning departments along the Corridor. Readers may also view the summary of the plan on the Internet at the following address: http://www.wsdot.wa.gov/regions/olympic/corridor/ through June 1999.

We thank the many people along the U.S. 101 Corridor who participated in the development of the *Corridor Master Plan*. If you have comments, please send them no later than May 1, 1997, to the following address: Washington Coastal Corridor Project, attention: Elizabeth Robbins, WSDOT Olympic Region, P O Box 47440, Olympia WA 98504-7440.

Sincerely,

GARY F. DEMICH
Olympic Region Administrator

GFD/ER

Overview

The Washington Coastal Corridor Master Plan is a guide-book for managing the U.S.101 right-of-way. The central goal of the Master Plan is to facilitate a world-class traveling experience while balancing the needs of communities and the general public who rely on the Corridor.

For areas outside the right-of-way, the plan encourages complementary projects that are supported by local jurisdictions, organizations, or individuals. When initiated at the local level, projects benefiting communities and travelers through improvements or activities closely tied to U.S. 101 may be eligible for scenic byway funding or other types of funding.

What is the Washington Coastal Corridor?

The Coastal Corridor is the U.S. 101 right-of-way as it runs between the coastline and the glacier-clad Olympic Mountains, around the Olympic Peninsula to the southern reaches of Puget Sound near Olympia. The unique geography, the varied coastlines of the Pacific Ocean and

the Puget Sound, and the region's patterns of settlement create a distinctive setting for the highway. Nowhere else in the entire United States can a highway traveler experience such an extent of ocean coastline, pristine inland waterways and bays, and expansive forested lakes.

In some areas, the views from U.S. 101 are the same as when Native Americans and early European and Asian settlers first inhabited the region. The many waterways paralleled and crossed by U.S. 101, along with the Olympic National Park, offer timeless views to the traveler.

The Master Plan for U.S. 101 is the largest corridor planning effort the Washington State Department of Transportation (WSDOT) has initiated. The Corridor is more than 365 miles long, crossing 32 communities, 6 counties, 13 tribal nations, and a variety of state and federal jurisdictions. Each of these entities has a stake in and responsibility for the Corridor's operation and management.

Background

The Washington Coastal Corridor master planning process establishes community-based goals and implementation strategies for U.S. 101 to use community resources efficiently, to conserve intrinsic qualities of the Corridor, and to enhance its value to each community.

The key topics of the plan are: transportation, economic development, interpretation, tourism, scenic conservation, enhancement, recreation, traveler facilities, education, marketing, and community planning.

The Coastal Corridor Master Plan was prepared under a grant from the National Scenic Byways Program, which was created by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The National Scenic Byways Program emphasizes conservation of scenic byways' intrinsic qualities, in balance with tourism and other economic development activities.

The national program's dual emphasis on conservation and economic development is an important change and a powerful strategy. The program can provide economic opportunities while still conserving or enhancing essential scenic, historic, cultural, natural, recreational, and archaeological resources.

In response to concerns expressed by communities around U.S. 101, WSDOT is not presently pursuing nomination of the Coastal Corridor for federal designation as a Scenic Byway or All-American Road. At the time of this publication, interim criteria from the Federal Highway Administration do not include a process for communities or local jurisdictions to de-designate a byway or portion of it. **Until the federal guidelines can ensure local control of a byway, and unless byway status is requested by Corridor communities, WSDOT will not seek federal designation of U.S. 101.**

The Corridor Master Plan has been developed with ideas, comments, and suggestions from communities all along U.S. 101. The plan includes specific directions for WSDOT's management of the right-of-way and suggests a

range of enhancements adjacent to or along the right-of-way that would only be undertaken at the initiative of another organization and with local agreement.

Commitment to Community-based Planning

Public and local agency involvement has been and will continue to be a significant element of the plan and its implementation.

Planning for a large geographic area with many jurisdictions requires a special approach. WSDOT, at the request of community leaders along the Corridor, began an extensive public outreach in 1992. The communities defined the vision for the Corridor and the nature of improvements needed. This year-and-a-half long community-based planning effort defined the scope of the Master Plan before any other planning or engineering concepts were developed.

Comments from communities regarding a February 1996 draft Master Plan have shaped the form and content of the Corridor Master Plan (see: Planning Milestones for the Coastal Corridor and The Revised Master Plan). The information, ideas, strategies, and recommendations presented in this Master Plan are founded on this community-based effort.

The resulting Coastal Corridor Master Plan is the product of community members and agency representatives who established a vision and goals using local and technical expertise. This Master Plan is intended to help create realistic priorities, schedules, budgets, and work plans to make efficient use of community resources, both public and private, professional and volunteer.

The Coastal Corridor Master Plan allows communities to consider ways that they want to use and benefit from the Corridor and its intrinsic qualities, while maintaining the integrity and value of those qualities.

Relationship to Other Plans

Many counties and cities in Washington have recently completed land use and other plans required by the 1991 Growth Management Act. These plans describe each jurisdiction's vision for the future and provide a basis for zoning requirements, resource protection, and the development of capital facilities such as roads. The Corridor Master Plan is intended to be consistent with these local plans. Since the Corridor Master Plan is not a regulatory document, it does not supersede or alter any local or state plans or regulations, nor does it seek to pressure local jurisdictions into compliance with suggestions in the Plan.

The Plan's Structure

A project steering committee, composed of elected and appointed officials from throughout the coastal area,

guided the development of the plan. The project work was undertaken by WSDOT in partnership with cities, counties and tribes, and was supported by a consultant team, led by Parametrix, Inc., performing the technical work associated with the Master Plan.

The Corridor was divided into five general areas (see Figure S-1) to encourage community involvement. Planning area committees of local citizens and community leaders guided plan development within each of the five areas. Later, the fifth planning area was divided in two to better serve community needs and interests.

Within the planning areas, six distinct subcorridors (each about 10 miles in length) were identified for more detailed planning. These subcorridors provide "case studies" for planning and management and will guide future work in other areas of the Corridor.

Conditions and potential enhancements within and outside of the right-of-way are discussed in separate chapters of the Master Plan. Chapter 2: Highway 101 Master Plan, addresses the right-of-way areas, and Chapter 3: Opportunities for Partnership, discusses issues outside of the right-of-way.

In addition to these elements, the Master Plan also includes an in-depth review of the U.S. 101 roadway and existing right-of-way conditions, as well as an assessment of future transportation conditions expected in the Corridor.

Planning Area Volumes

Each planning area has its own separate, stand-alone volume. These volumes feature a standard section on Corridor-wide subjects and issues. The remainder of each volume contains detailed information focusing on the subject planning area. The subcorridor case studies, where improvement and enhancement opportunities are evaluated in detail, illustrate the practical application of Master Plan concepts. These subcorridor improvements include ideas put forward by local communities for enhancements within the right-of-way, as well as other ideas for projects along the highway.

Planning Area 5 has been divided at the southern boundary of the Skokomish Indian Reservation into Planning Areas 5 North and 5 South.

The separate volumes for the planning areas, and the complete Master Plan containing details on all six planning areas, are available at local city and county planning offices, and at local libraries.

Funding and Implementation

The successful funding and future implementation of Corridor enhancements are key goals for the Master Plan. The Master Plan includes an overview of cost estimates for enhancements in each subcorridor. It also identifies the next steps that partnering agencies and jurisdictions can take over the next few years to establish successful projects and programs that (1) meet the needs and desires of communities and (2) demonstrate the benefits of corridor management planning. An appendix to the Master Plan includes abstracts of the Corridor inventory efforts and other supporting materials.

Primary Strategies of the Master Plan

Each Planning Area volume contains interpretive and right-of-way stewardship strategies as described below.

Interpretive Strategies highlight ways to present information about many of the intrinsic resources along the route. In the subcorridor case studies, detailed suggestions for interpretation are provided appropriate locations within the right-of-way. These include suggestions for traveler information and the inclusion of thematic interpretation of an area's unique history, culture, environment, and recreational opportunities.

Right-of-way Stewardship Strategies provide an approach to roadside vegetation management within the right-of-way. These guidelines are designed to complement locations along the Corridor with outstanding landscapes. The strategies are based on statewide goals and policies for management of vegetation in distinct roadside zones found within a right-of-way. Specific applications of these principles are detailed in each of the subcorridor case studies.

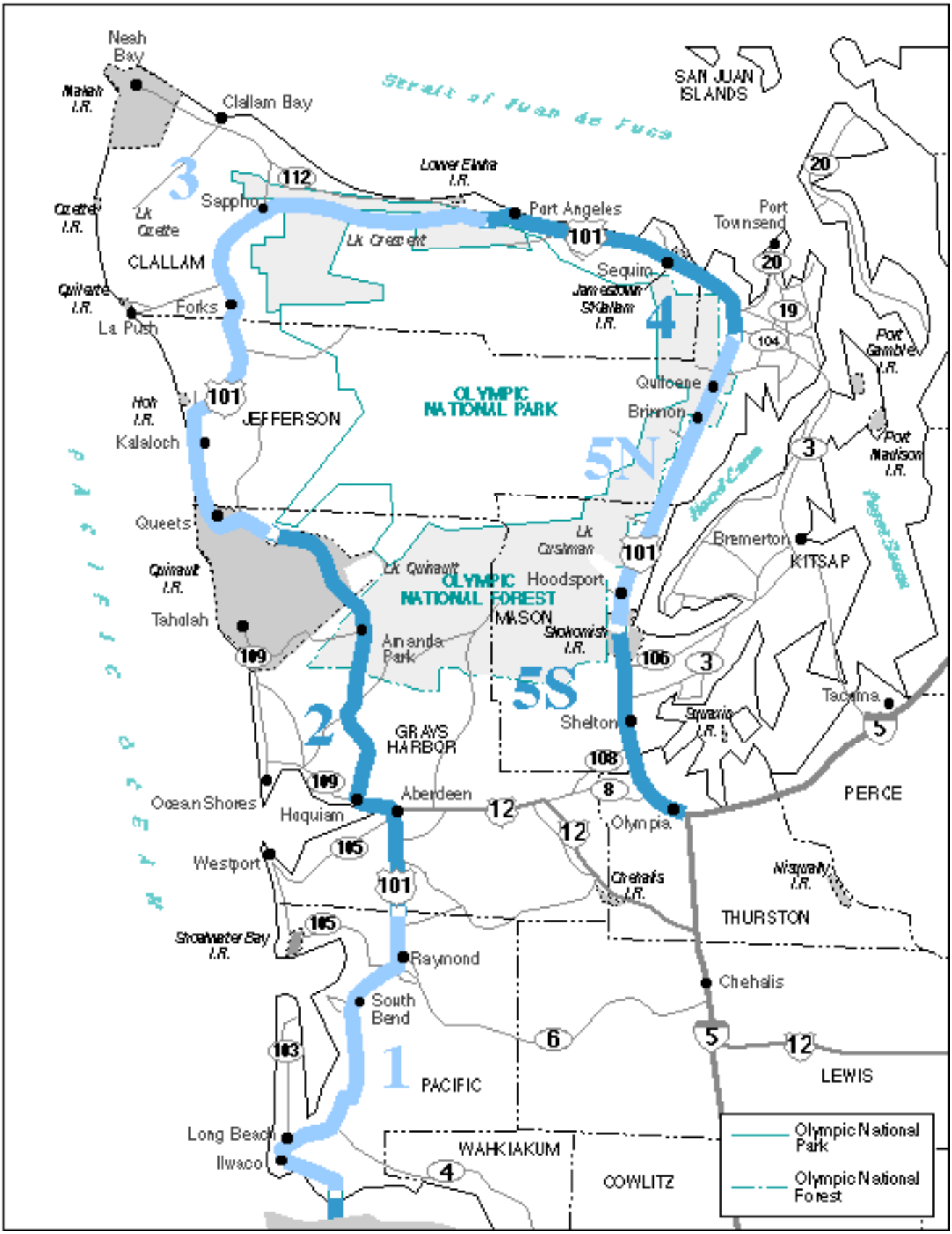

Neah Bay
Makah I.R.
Clallam Bay
Strait of Juan de Fuca
SAN JUAN ISLANDS
Lower Elwha I.R.
Ozette I.R.
Lk Ozette
Sappho
Port Angeles
Port Townsend
Lk Crescent
CLALLAM
Sequim
Quileute I.R.
Forks
La Push
Jamestown S'Klallam I.R.
Port Gamble I.R.
Quilcene
OLYMPIC NATIONAL PARK
Hoh I.R.
JEFFERSON
Brinnon
Kalaloch
Port Madison I.R.
Hood Canal
Queets
Lk Cushman
Bremerton
KITSAP
Quinault I.R.
Lk Quinault
OLYMPIC NATIONAL FOREST
Hoodsport
MASON
Taholah
Amanda Park
Skokomish I.R.
Tacoma
Shelton
Squaxin I.R.
GRAYS HARBOR
PIERCE
Ocean Shores
Hoquiam
Aberdeen
Olympia
Westport
Chehalis I.R.
Nisqually I.R.
THURSTON
Shoalwater Bay I.R.
Raymond
Chehalis
South Bend
PACIFIC
LEWIS
Long Beach
Ilwaco
WAHKIAKUM
COWLITZ
Olympic National Park
Olympic National Forest

Figure S-1

Benefits of the Corridor Master Plan

The benefits of developing the Corridor Master Plan are as varied as the communities and individuals who reside and travel along U.S. 101. Three general benefits stand out:

Economic. Roadway improvements can facilitate the movement of goods and people, helping to diversify the region's economy and increase tourism.

Resource stewardship. Identifying valued public resources, and developing a community-based plan for their interpretation and conservation can preserve defining features of the region.

Partnerships. Communities that rely on the transportation system can also benefit from the master plan by developing partners in the community. Through partnerships, local communities can work together and with WSDOT to identify and help prioritize improvements in the Corridor.

Economic Benefits

Nearly every coastal community's comprehensive plan has a goal to diversify from a predominantly resource-based economy. The development of the Washington Coastal Corridor as a world-class traveling experience can contribute greatly to these community goals. In the coastal area, tourism payrolls between 1991 and 1993 increased over 13% to nearly $94 million. This significant income to coastal communities may increase through the implementation of the Coastal Corridor Master Plan guidelines and through the marketing of the U.S. 101 Corridor.

Studies indicate that for every one million dollars of new tourism expenditures, 33 new jobs will be created. When viewing this in the light of nearly $563 million in total travel expenditures in the Washington Coastal Region in 1993, even small incremental gains in tourism can result in significant revenue and benefits to residents in communities along U.S. 101.

Resource Stewardship

The natural environment and quality of life in Washington's coastal communities draw visitors and residents to the area. This in turn has created a heritage that visitors from throughout the world want to experience.

The Master Plan is an ideal tool for communities to use to identify resources that are special to them. It will also facilitate partnerships with WSDOT to establish a management program for the long-term stewardship of the public right-of-way. Stewardship may range from long-term landscape treatments within the right-of-way, to screening of areas for privacy or to buffer unflattering views from the roadway. Interpretive approaches provide information on area resources for residents and travelers, typically focusing on resource management and economic issues. An interpretive strategy is included in the Coastal Corridor Master Plan.

Partners in the Community

A great benefit to communities along U.S. 101 lies in the community-based participation in the establishment of local goals and priorities for the right-of-way. The Master Plan suggests many opportunities for creating partnerships of individual agencies and jurisdictions. Establishing long-term priorities and investment strategies as partners makes sense as available dollars decrease and the need for greater efficiency in the application of those dollars increases.

Planning Milestones for the Coastal Corridor

Early 1980s
Community business and political leaders begin planning for the Washington Coastal Corridor.

1986
Business leaders and county officials from Washington, Oregon, and California form the Tri-State Highway 101 Council to create unified strategies for improvements along the U.S. 101 Corridor.

The major goals: improve the economic stability of coastal communities, facilitate commerce, provide access, and assure transportation safety. The Council members note the importance of preserving valued resources in the Corridor and supporting individual planning processes in each state.

Supporting resolutions are adopted by some 50 coastal government entities, including ports, tribal governments, towns, and cities in all three states. The Washington members of the Council demonstrate a strong interest in evaluating the Corridor and highlighting its intrinsic characters to facilitate tourism.

1988
Washington Coastal Coalition forms, representing various Corridor interests. It begins to develop strategies to address the transportation needs along the Corridor. In addition to prioritizing the safe and easy conveyance of people and goods along the Corridor, the Coalition also emphasizes scenic, natural, and cultural resource preservation. Cities, counties, and tribes along the Corridor collaborate in the effort.

Early 1990s
Washington Coastal Coalition approaches WSDOT requesting assistance in preparing a management plan for the Coastal Corridor.

1991
A coalition of coastal jurisdictions join to develop a "Concept Plan and Multimedia Presentation." Local leaders successfully apply to the Federal Highway Administration for a grant to develop a Corridor Master Plan. The grant is based on a tri-state effort between California, Oregon, and Washington, which are beginning to develop management plans for U.S. 101.

1992
WSDOT initiates a public involvement process to develop a vision for the Corridor and to identify and prioritize Corridor issues. Key elements shaping the process are Corridor-wide conferences in 1992 and 1993, and stakeholder interviews with 35 community leaders along the Corridor.

October 1992
Coastal Corridor Conference, Ocean Shores. Community leaders, regional transportation planners, government agencies, tribes, and regional interest groups meet for the first time about the Coastal Corridor project. The central goal: develop strategies to achieve a vision for the future. The conference attempted to:

- educate coastal community leaders about the Coalition's vision,
- seek opportunities for the communities along the coast, such as economic diversification and educational facilities,
- identify key issues common to the communities, and
- develop strategies to achieve a resident-driven Coastal Corridor vision and plan.

Community involvement is major theme for conference participants.

1992-1993
Following the conference, Washington Coastal Coalition evolves into a Steering Committee for the Coastal Corridor project. Participating agencies combine efforts to develop a long-range plan for the Coastal Corridor, with polices that would shape the development and character of the Corridor into the next decade. Conference participants draft a vision statement to be reviewed at the 1993 conference. Five local committees are established to develop a framework for future efforts. Feedback comes from questionnaires placed in newspapers and distributed at numerous public meetings.

Planning Milestones (continued)

1993
$1.76 million is received to fund local projects supporting Corridor development along U.S. 101. The projects meet the requirements of the National Scenic Byways Program. Projects include promoting highway heritage, constructing restrooms and pullouts, and removing inappropriate outdoor advertising along the Corridor.

September 1993
Coastal Corridor Conference, Port Angeles. Participants revise and confirm the common vision for the future of the Coastal Corridor and rank the issues under discussion. Corridor planning issues are based on community outreach efforts following the 1992 Ocean Shores conference.

The conference features speakers from USDOT and WSDOT, as well as the U.S. Department of Transportation, port commissioners, consultants, Regional Planning Council members, and representatives from Native American tribes.

The conference's primary purpose:

- identify challenges and opportunities for Master Plan development and implementation,
- review and comment on the draft vision statement, draft policy framework, and draft action strategies,
- discuss the scope of work for developing the Master Plan, and
- prioritize issues for each local planning area.

1993
Coastal Corridor Master Plan development begins. Five Planning Area Committees, one for each of the planning areas, are formed to support the Steering Committee. In addition, an Interjurisdictional Coordinating Committee is formed with the role of providing technical assistance. The plan development project features these major elements:

- Public involvement
- Data collection/inventory
- Technical analysis
- Subcorridor selection
- Alternative evaluation
- Draft Master Plan development

April 1994
A newsletter for the Washington Coastal Corridor debuts. It regularly provides updates on the planning process and highlight activities and events as they occur. Coastal Corridor mini-conferences provide guidance and input into specific management strategies developed as components of the Master Plan.

February 1996
Draft Master Plan is distributed to communities throughout the Corridor.

Spring-Summer 1996
Comments on the Draft Master Plan are invited. To gather public input, open meetings are held in each planning area. Presentations are made to local organizations, and the plan is discussed with local community leaders.

Groups and individuals along the Corridor review the draft plan, attend meetings, and offer comments and suggestions. Comment period is extended to August 31, 1996, in response to requests.

Intrinsic Qualities

U.S. 101 in Washington State winds through 365 miles of natural and working landscapes. The many intrinsic qualities of these landscapes — scenic, natural, historic, cultural, and archaeological values — deserve consideration as Highway 101 develops for present and future travelers' needs. The Corridor Master Plan is intended to complement these intrinsic values by developing principles and suggested strategies that can be applied within the highway right-of-way. Figure S-2 shows the exceptional landscapes identified along U.S. 101.

Interpretation

Interpretation has emerged as an important component of future corridor development. Many residents of the Corridor consider interpretation an ideal medium for describing their heritage and culture. Land owners, WSDOT, and state, federal, and local land management agencies along the Corridor are interested in interpretation as part of their respective stewardship responsibilities.

Within and adjacent to the right-of-way, interpretive signs, kiosks, waysides, and other facilities can enhance the traveler's experience by explaining the surroundings, the history of the area, and ongoing local activities. These facilities can be developed in cooperation with local groups and organizations, incorporating their ideas and knowledge. Numerous interpretive opportunities outside of the right-of-way could be developed in partnership with WSDOT.

Coastal Corridor Planning Areas

Planning Area 1

Planning Area 1 lies within two geographic subregions: the Willapa Hills and the Pacific Coastal Plain. The Pacific Coastal Plain ranges from basalt outcrops near Cape Disappointment on the Columbia River to coastal landscapes that are influenced by wind and water action. The results of these dynamic forces are a shoreline of broad sandy beaches, low dune-forms back from the shore, freshwater bogs, and sand spits enclosing large estuaries such as Willapa Bay. It is an area of tidewater rivers and sloughs, mudflats, eelgrass, shellfish, cranberries, and migrating waterfowl and shorebirds.

The northern portion of the planning area is located within the Willapa Hills subregion. It is an area of smooth and gently rolling hills made up of sedimentary and volcanic rock first formed on the ocean floor, then folded and uplifted. The heavily forested hills are of moderate elevation and have been extensively carved by streams. With its mild, wet climate and fertile soils, this area historically supported some of the largest trees found in the Northwest.

Planning Area 1 combines dramatic views of the Columbia River, gently rolling and forested hills, and pastoral settings. Here, northbound travelers have their first experience in Washington State. The drive through this area invites frequent stops for historical sites, appealing towns, and beautiful scenery.

Willapa Bay is an exceptional scenic landscape in the Planning Area. The bay resulted from ocean currents moving and depositing sediment from rivers (particularly the Columbia River), forming the Long Beach Peninsula. The peninsula partially encloses Willapa Bay, creating a shallow estuarine environment of nearly 90,000 acres. The

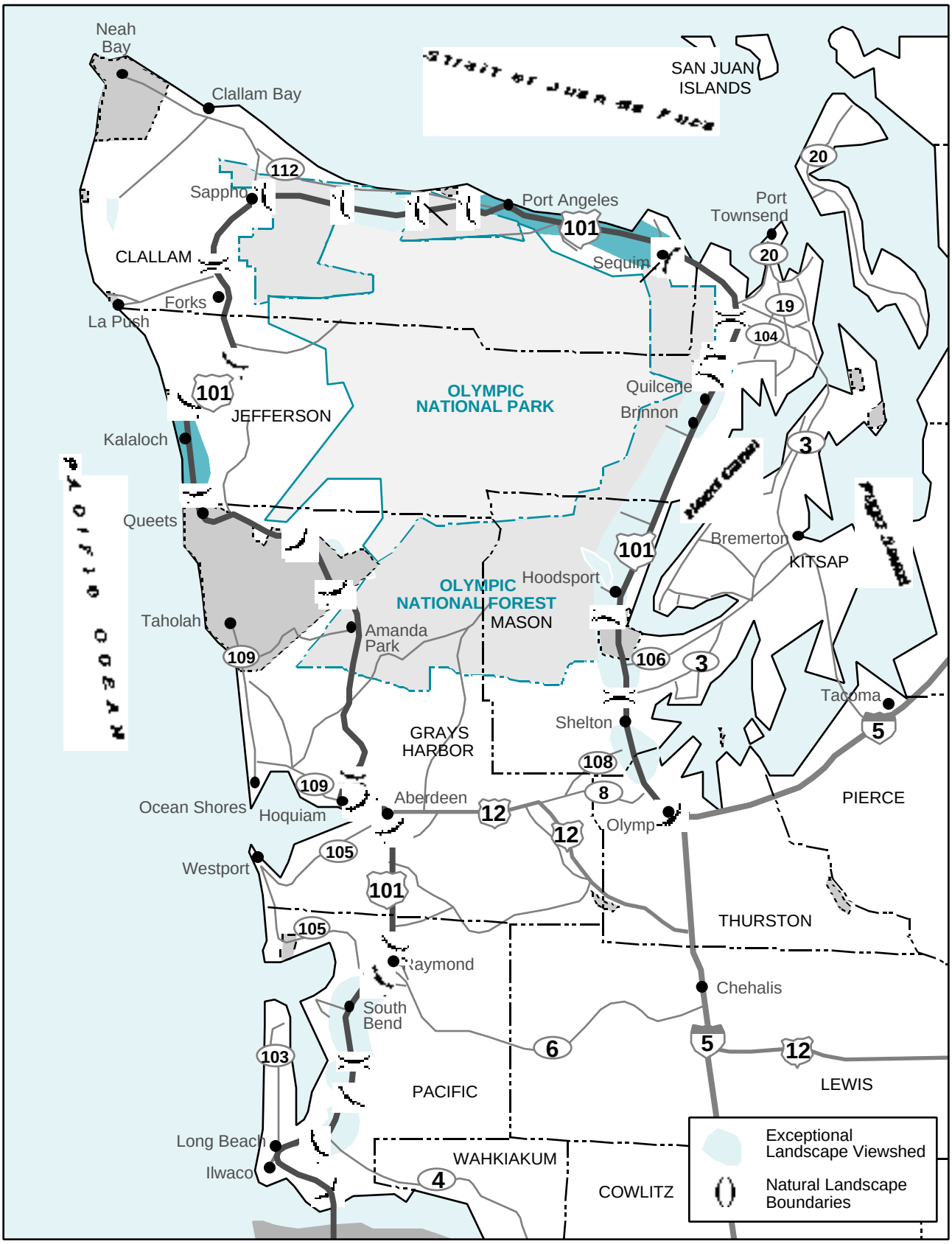


Figure S-2
Exceptional Landscapes

bay is one of the most productive estuaries in the country and is used by a wide variety of marine and terrestrial species. Native cultures have utilized these resources for thousands of years.

This Planning Area contains a rich variety of heritage resources, including: a campsite of the Lewis and Clark expedition, St. Mary's Church, the towns of Chinook, South Bend, and Oysterville, Forts Columbia and Canby, historic residences and schools, and cranberry fields.

Right-of-way vegetation management strategies in the Planning Area include opening views to the water (*e.g.,* mouth of the Columbia River and Willapa Bay), screening views of incongruent land uses (such as maintenance yards and borrow pits), and enhancing vegetation where U.S. 101 passes through urban areas such as Chinook and South Bend.

The Revised Master Plan

(A summary of major changes from the February 1996 Draft Master Plan)

The Coastal Corridor Master Plan has been substantially re-written and reorganized from a draft plan issued in February 1996. These changes reflected the ideas, suggestions, and concerns voiced by the many reviewers of the draft plan. Several plan features that were objectionable to local areas have been removed.

Changes and clarifications to the draft Corridor Master Plan can be summarized by clearly defining the corridor as *the U.S. 101 right-of-way.* The changes in the plan cover three major areas of community concern:

(1) **Federal "Scenic Byway" designation will not be pursued until key issues are satisfactorily resolved**

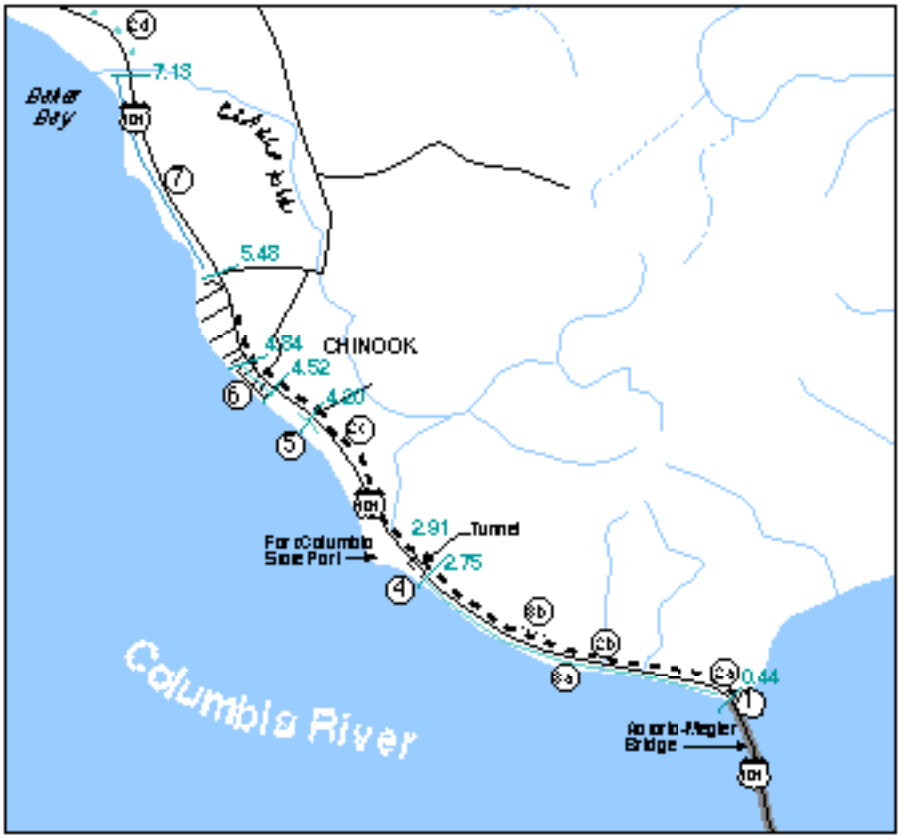
The initial Master Plan was intended to support nomination of Washington's U.S. 101 as a National Scenic Byway or All-American Road under the National Scenic Byways Program. Many people along the Corridor voiced concerns that federal designation might encroach on private property rights through higher levels of land use control. Currently, the interim guidelines for the National Scenic Byways Program do not allow for the state or segments of the Corridor to remove themselves from designation. Until these issues are satisfactorily resolved at the federal level to the satisfaction of local communities, WSDOT will not pursue federal designation.

(2) **The Corridor Master Plan is not a regulatory document.**

The Corridor Master Plan offers suggestions on how local areas, at their own initiative, could apply planning, design, and other guidelines to implement their vision of the Corridor. Many of these suggestions, combined with the ambiguity of the interim federal guidelines, were interpreted as a new mandate for additional land use regulation. In fact, WSDOT does not have any authority over land use outside of the right-of-way. Land use decisions in Washington continue to be made at the local level. Throughout the Corridor Master Plan sections or language that could imply additional regulation have been removed.

(3) **The Master Plan applies to the right-of-way only**

The Master Plan has been substantially reorganized to clarify which areas are WSDOT's responsibility. The Corridor Master Plan is a management strategy applying only to the right-of-way, which is under the ownership and jurisdiction of WSDOT. WSDOT may undertake improvements within the right-of-way that will benefit the traveler and communities along U.S. 101. Ideas for enhancements or activities to improve the traveler's experience and closely related to U.S. 101, but outside the right-of-way, are presented in Chapter 3 as opportunities for partnership between local jurisdictions and organizations and WSDOT.



Planning Area 1
Subcorridor 1
Pacific County

Case Study: Mobility Improvement Opportunities

LEGEND

- 101 U.S. 101
- Other Roads
- 178.49 Mileposts
- Creeks/Rivers
- Streams w/Priority Habitat
- Widen Shoulders/ Pedestrian Improvements

ROW = Highway Right-of-Way
SRMP = Signed Route Milepost

1 Improve vehicular safety at the north end of the Astoria-Megler Bridge (e.g., add signing, mark pavement, further limit speed, provide traffic signalization, provide for no stops and a continuous flow on U.S. 101).

2a Widen shoulders to 4-foot minimum between SRMPs 0.44 and 0.48.*

2b Widen shoulders to 4-foot minimum between SRMPs 0.61 and 2.75.*

2c Widen shoulders to 4-foot minimum between SRMPs 2.91 and 5.14.*

2d Widen shoulders to 4-foot minimum between SRMPs 7.14 and 8.01.*

3a Improve vehicular safety between SRMPs 0.47 and 2.75 by raising the roadway elevation to reduce the amount of storm debris on the road.

3b Improve vehicular safety between SRMPs 2.06 and 2.46 by relocating utility poles and making a minor realignment to the roadway.*

4 Improve northbound, left-turn channelization at the entrance to Fort Columbia State Park.

5 Make a minor realignment just east of Chinook between SRMPs 4.12 and 4.21.*

6 Provide capacity improvements to address projected 2015 summer peak traffic congestion along U.S. 101 in the town of Chinook (e.g., develop left-turn channelization at specific locations).

7 Develop solutions to the high accident problem between SRMPs 5.58 and 7.13 (e.g., increase sight distance by smoothing existing small rises in the roadway or provide slow vehicle pullouts and/or passing lanes).

Existing Traffic Conditions

AADT 4,530
Truck % 8
Level of Service A

2015 Projected Traffic

AADT 9,050
Level of Service C

* These projects are already included in WSDOT's "financially constrained" 1995 Statewide Highway System Plan.

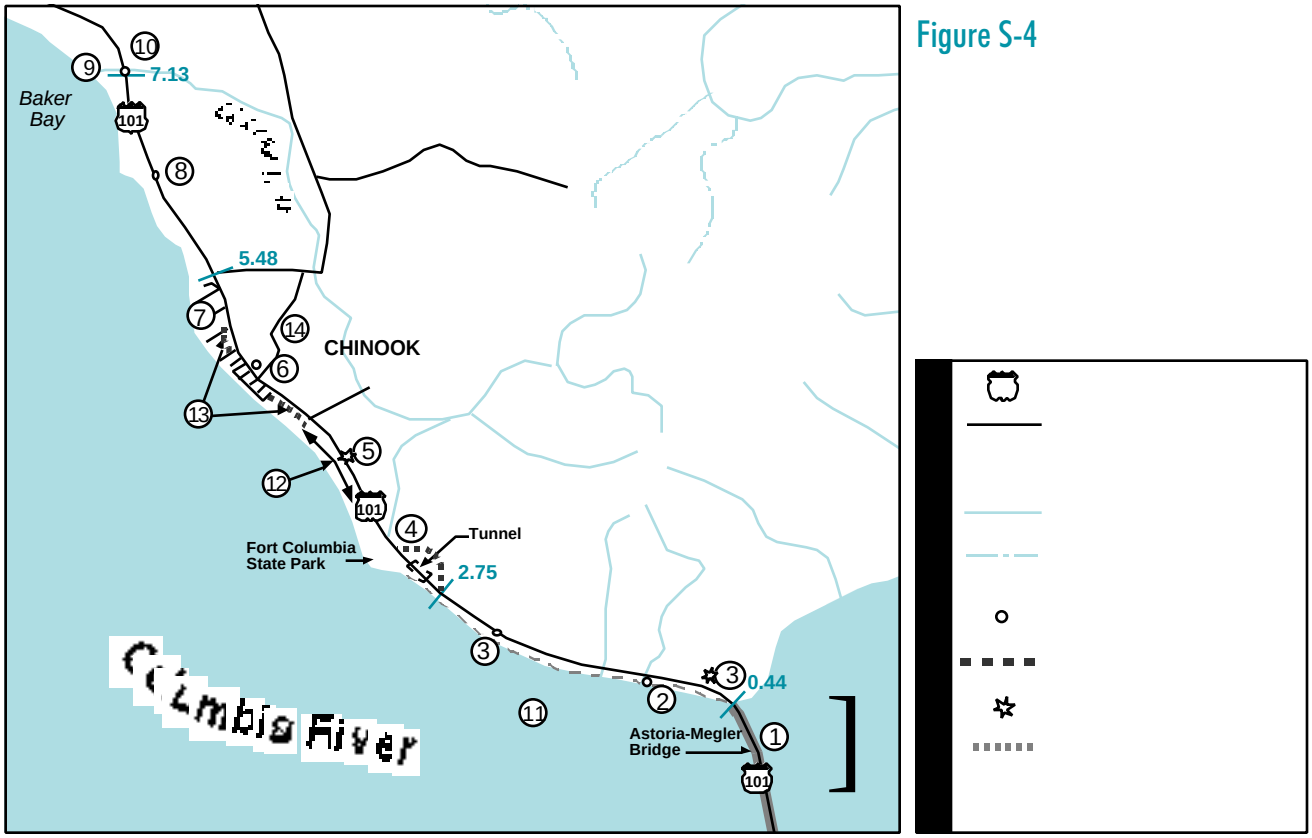

Baker Bay
7.13
5.48
CHINOOK
Tunnel
Fort Columbia State Park
2.75
0.44
Astoria-Megler Bridge
101

Figure S-4

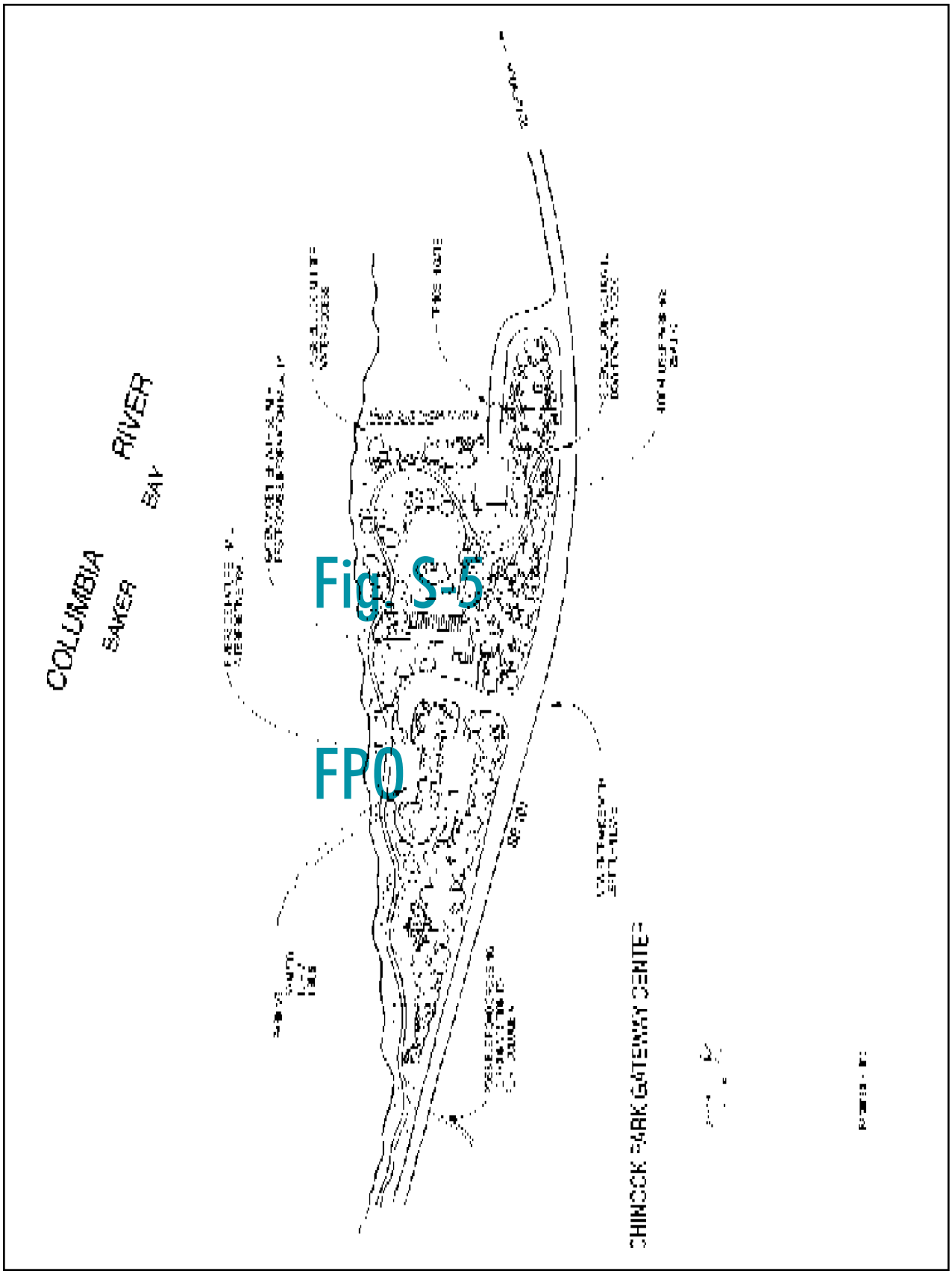


Figure S-5
Sample Corridor Enhancement
Chinook Park Gateway Center

Subcorridor 1 Case Study

Planning Area 1's subcorridor marks the southern gateway to U.S. 101 in Washington State and links the Coastal Corridor to the U.S. 101 Scenic Corridor in Oregon. Beginning at the north end of the Astoria-Megler Bridge, this subcorridor extends approximately seven miles northwest to the bridge over the Chinook River. This stretch of highway is characterized by the adjacent Columbia River and Baker Bay on the south and west sides of the highway, rolling and forested hills on the north and east, and the small unincorporated town of Chinook near the middle of the subcorridor.

Opportunities for mobility improvements (Figure S-3) include widening shoulders for pedestrians and bicyclists, making capacity improvements through the town of Chinook, improving vehicular safety at the intersection of U.S. 101 and SR 401 through signing, pavement marking, illumination, speed control and traffic signals, and by making access improvements such as left turn channels. Right-of-way stewardship alternatives include adding identification signing, and building or enhancing information kiosks and visitor facilities (Figure S-4).

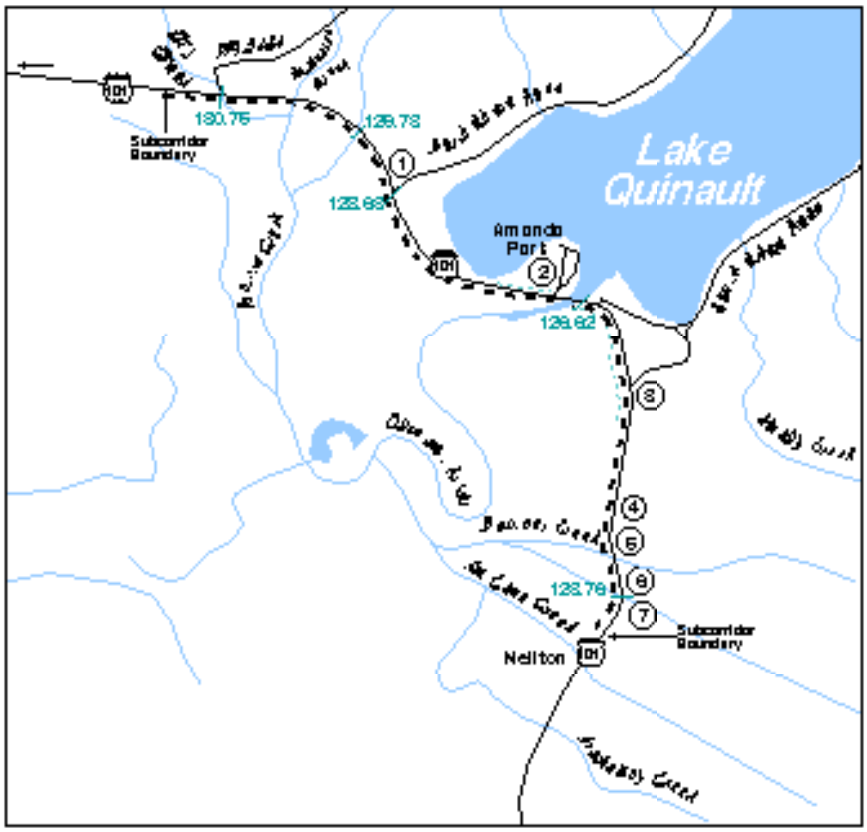
One of the main interpretive elements proposed in this Planning Area is a gateway center located at Chinook County Park or near the Astoria-Megler Bridge. This center could mark the southern entry point to U.S. 101 in Washington State and be developed in a partnership of Pacific County, the community of Chinook, the State Parks and Recreation Commission, and WSDOT. The gateway center could provide a staffed building with public restrooms, trip planning information (including food, lodging, and camping information), orientation to U.S. 101 (including routes, parks, recreation, and other resources), and general interpretive information. Chinook tribal interpretation has been suggested as a potential subject since the original tribal settlement of Chinookville is nearby. This facility could also provide information for travelers heading for the Oregon Coastal Corridor. A conceptual layout for the gateway center is shown in Figure S-5.

Planning Area 2

Planning Area 2 is encompassed within three geographic subregions within the Pacific Coast Range: the Willapa Hills, the Pacific Coastal Plain, and the Olympic Mountains. The southern end of the Planning Area (approximately 4 miles of the corridor) is within the Willapa Hills. This is an area of smooth and gently rolling hills. The heavily forested hills are of moderate elevation and have been extensively carved by streams.

Planning Area 2's landscape ranges from broad ocean beaches, the large estuary of Grays Harbor, and rolling hills to heavily forested mountains, fast moving streams, Lake Quinault and small rural communities and combine to make this area a varied and pleasurable driving experience.

Aside from the Willapa Hills area, most the coastal portion of the Planning Area is within the Pacific Coastal Plain. The southern portion of this area (south of Moclips) is a shoreline of broad sandy beaches, low dune-forms back from the shore, freshwater bogs, and sand spits enclosing a large estuary (Grays Harbor). It is also an area of tidewater rivers and sloughs, mudflats, eelgrass, shellfish, cranberries, and migrating waterfowl and shorebirds. The coast north of Moclips is a complex, wild landscape with tight coves, near-vertical cliffs, and broken headlands. Narrow terraces and rolling hills are cut into cliffs at the edge of cobble and sand beaches. Sea stacks and pinnacles mark the remains of former headlands. The dense forests and meadow and shoreline edges are habitat for elk and eagles.



Planning Area 2
Subcorridor 2
Grays Harbor County

Case Study: Mobility Improvement Opportunities

LEGEND

- U.S. 101
- Other Roads
- 178.49 Mileposts
- Creeks/Rivers
- Streams w/Priority Habitat
- Truck Climbing Lane
- Pedestrian/Bicycle Improvements

ROW = Highway Right-of-Way
SRMP = Signed Route Milepost

1. Sign North Shore Road as a scenic loop.
2. Create pedestrian walkway connecting high school and Amanda Park developed area; improve parking and access at existing visitor information center.
3. Add right-turn deceleration lane; South Shore Road signed as scenic loop.
4. Improve signing for northbound travelers.
5. Create bicycle path separate from and adjacent to U.S. 101 connecting to Loop Road around lake.
6. South Fork Boulder Creek Bridge is load restricted; identify for replacement in State Highway System Plan if cost-effective.*
7. Widen shoulders to 4-foot minimum throughout Corridor.*

Existing Traffic Conditions

AADT 2,200
Truck% 21
[12% at Big Creek Bridge SRMP 102]
Level of Service A

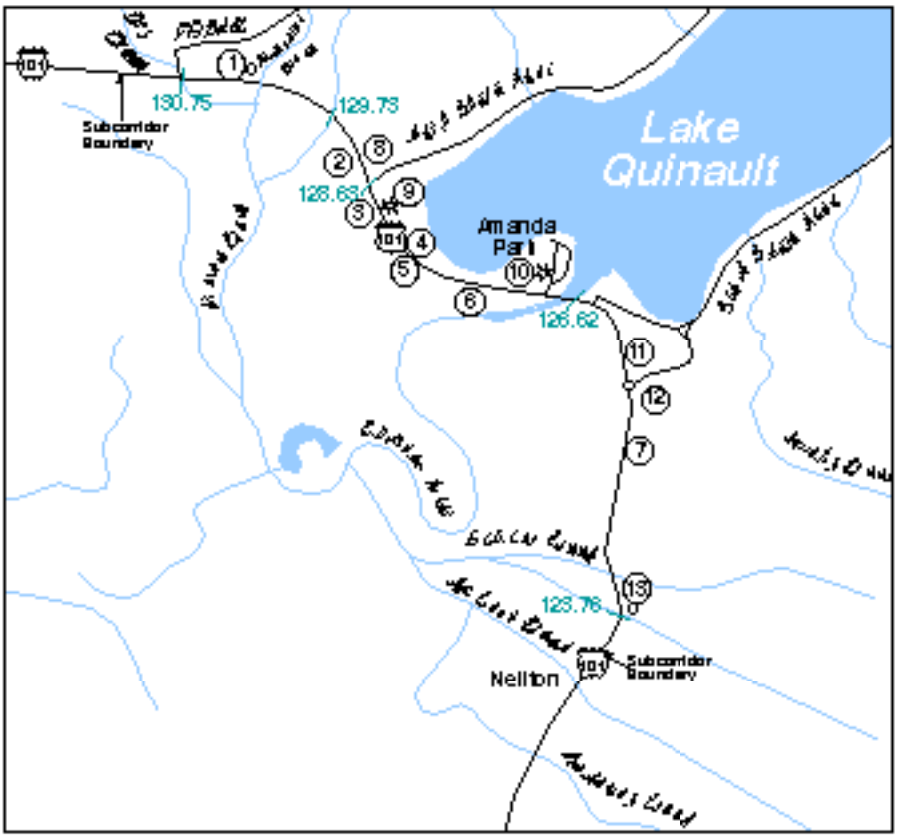
2015 Projected Traffic

AADT 2,750
Level of Service A

* These projects are already included in WSDOT's "financially constrained" 1995 Statewide Highway System Plan.

The Planning Area crosses into the Olympic Mountain subregion near Lake Quinault. The Olympics consist of mountains deeply dissected by glacial activity. The sharp-crested ridges rise to almost 8,000 feet. Timberline is found between 5,000 and 5,500 feet and storm systems sweep in from the ocean providing moisture to support the temperate rain forest of Olympic National Park.

Lake Quinault is an exceptional scenic landscape located in this Planning Area. Lake Quinault is a large freshwater lake impounded behind a terminal moraine deposited during the last glacial advance. The lake is surrounded on three sides by the forested slopes of the Olympic Mountains that rise a thousand feet above the lake. Highway 101 is located on the moraine at the head of the lake.



Planning Area 2
Subcorridor 2
Grays Harbor County

Case Study:
Right-of-Way Stewardship Opportunities

LEGEND

- U.S. 101
- Other Roads
- 178.49 Mileposts
- Creeks/Rivers
- Streams w/Priority Habitat
- Pullout with Kiosk
- Interpretive Center or Rest Area

ROW = Highway Right-of-Way
SRMP = Signed Route Milepost

1 Interpretive pullout theme:
Role of cedar mills in the timber products story

2 Screen WSDOT gravel yard.

3 Landscape at intersection to buffer adjacent residential area from highway impacts.

4 Landscape at intersection to buffer adjacent residential area from highway impacts.

5 Manage billboards to maintain visual quality.

6 Community design including:
- Driveway access improvements
- Picnic area at old bridge crossing
- Street trees
- Community development that responds to scenic quality of surrounding landscape
- Support goals of Lake Quinault Community Action Forum through partnership
- Underground power lines through landscape district.

7 Simplify/clarify signage in natural area.

8 "Gateway" or entry sign identifying Lake Quinault/Quinault Rain Forest.

9 Possible Interpretive Center site with natural, environmental, tribal, and visitor information.

10 Possible location for restrooms next to existing visitor information center.

11 Vegetation screen for substation.

12 "Gateway" entry sign identifying Lake Quinault/Quinault Rain Forest/Quinault Indian Reservation.

13 Interpretive pullout themes:
- Lake Quinault and Natural Rain Forest
- Quinault Nation
- Forest Management

Most of the diverse resources that define the heritage in Planning Area 2 are clustered in the Aberdeen, Hoquiam, Cosmopolis area, and in nearby Westport or Lake Quinault. These include museums, lighthouses, historic homes and business buildings, and the Lake Quinault Lodge. Interpretive strategies include kiosks, interpretive pullouts, and signs directing travelers to other interpretive resources.

Vegetation management strategies for the Planning Area focus on the following measures: maintain views into forested areas and to Lake Quinault, establish vegetative cover that contributes to slope stability and erosion control, and enhance vegetation where the highway passes through developed areas such as Amanda Park, Aberdeen, Hoquiam and Cosmopolis.

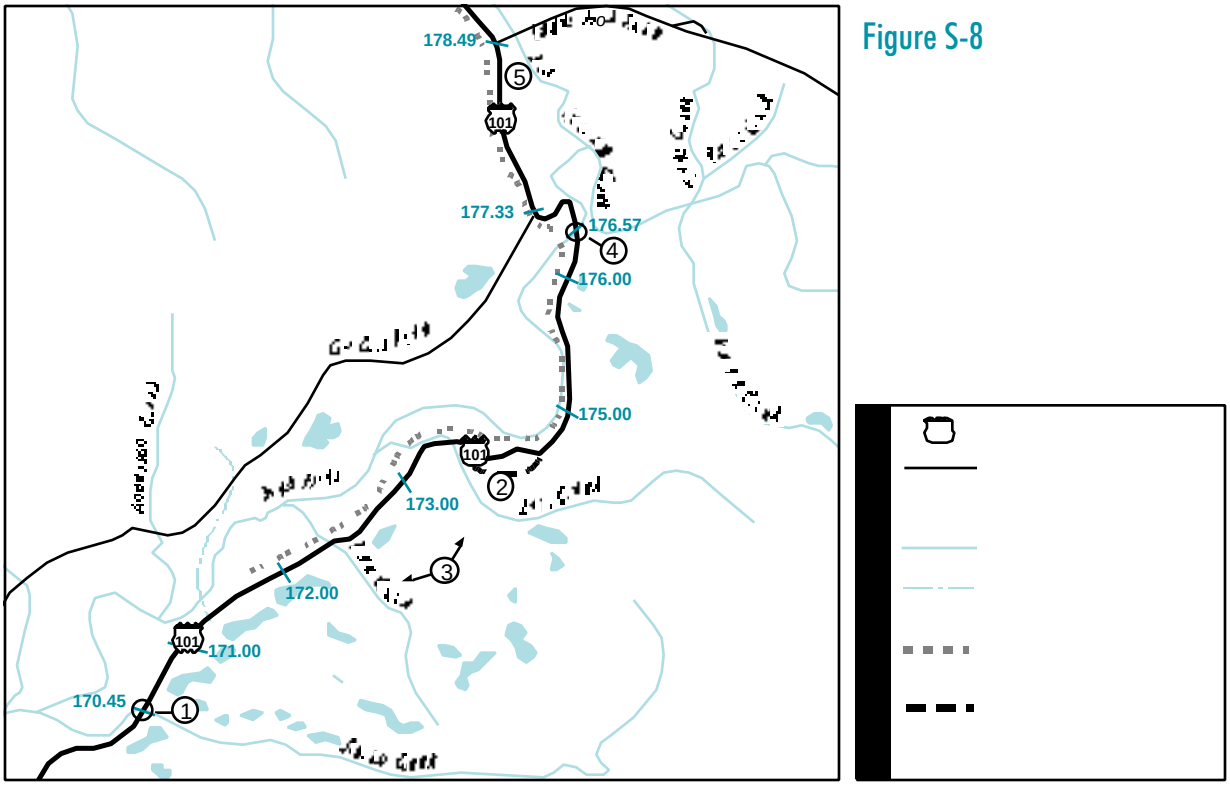


Figure S-8

Subcorridor 2 Case Study

Subcorridor 2 extends for eight miles along U.S. 101 in the vicinity of Lake Quinault. The southern terminus begins in Neilton and stretches north past Lake Quinault, through Amanda Park to just north of Dry Creek. This is an exceptionally scenic landscape, as the route passes through forested areas and affords stunning views of Lake Quinault. From several vantage points Lake Quinault is visible, nearly surrounded by the forested slopes of the Olympic Mountains that rise a thousand feet above. The old growth of the Quinault Rain Forest encloses the subcorridor in some areas to create a tunnel of trees as the highway passes through the Quinault Natural Area.

Mobility improvements in the subcorridor right-of-way include improving the pedestrian path from Amanda Park to the high school, widening the shoulder in the vicinity of Prairie Creek Road, and replacing the bridge that crosses the south fork of Boulder Creek (Figure S-6). Right-of-way stewardship opportunities include constructing interpretive pullouts, adding directional signage in the Lake Quinault area (north and south shore lake roads), and improving the Amanda Park wayside (Figure S-7).

Planning Area 3

Planning Area 3 is encompassed within two geographic subregions of the Pacific Coast Range: the Pacific Coastal Plain and the Olympic Mountains. The northern coast area of the Pacific Coastal Plain, from Quinault north to Cape Flattery, is a complex, wild landscape. This section of the coast is a series of tight coves, near-vertical cliffs, and broken headlands. The dense forests and meadow and shoreline edges are habitat for elk and eagles. Much of the upland area has been harvested for timber, particularly spruce. Today, much of the coast is included in Olympic National Park and Olympic Marine Sanctuary. The Olympic Mountain subregion occupies the interior of the Olympic Peninsula between the Pacific Ocean and the Puget Lowland. Drainages radiate from sharp-crested ridges in the core of the range to the surrounding lowlands, cloaked in dense forest and heavy underbrush.

Planning Area 3 exemplifies the rugged nature of the Northwest corner of the continental United States, offering the traveler a variety of natural and cultural opportunities from not only U.S. 101, but several other routes leading to the Pacific Coast and Strait of Juan de Fuca.

In Planning Area 3, two exceptional landscapes have been identified. Kalaloch, in the Pacific Coastal Plain subregion, is the only landscape district in the U.S. 101 Corridor that is located on the ocean coastline. The highway parallels the coast providing physical and visual access to the log strewn beaches, creeks, and large trees. Lake Crescent, the other exceptional landscape, is a large freshwater lake that fills a glacier-scoured valley. The lake is surrounded by mountains rising nearly straight up to 3,000 feet above its surface. The U.S. 101 Corridor parallels the shore on a winding route that is one of the most exciting driving experiences in the state.

The distinctive heritage qualities of Planning Area 3 are centered on the richness of the area's natural resources and the opportunities located seaward of U.S. 101. The interpretation strategies for this area suggest waysides and orientation kiosks located along the roadway to provide information and guidance to the traveler about interpretive opportunities located away from the highway.

The vegetation management strategies for the right-of-way in Planning Area 3 call for developing views of the surrounding areas by clearing and planting low-growth native species. This approach is suggested for several locations, including at the Bogachiel and Calawah Rivers. In other areas, vegetation would be developed to screen incongruent land uses from the highway, such as maintenance yards and borrow pits.

Subcorridor 3 Case Study

The Planning Area 3 subcorridor follows and crosses the Hoh River from just south of Nolan Creek to north of the Upper Hoh River Road. This subcorridor is characterized by views of the Hoh River, the rolling hills of the Hoh River Valley, views of the Olympic Mountains to the east, intermittent rural pastures, and the managed forest lands of the Department of Natural Resources (DNR). Along this segment of U.S. 101, the land is mostly forested with a few agricultural and harvested areas interspersed. The roadway crosses several small creeks and, after turning north, crosses the Hoh River and makes a hairpin turn to Oil City Road.

Within the right-of-way, mobility improvements opportunities for the subcorridor include improved bicycle and pedestrian treatment on the Nolan Creek bridge, realignment to smooth two existing curves while also providing parking and potential access to the Hoh River, widening substandard shoulders to allow safe bicycle and pedestrian use, and providing access to a rest area and interpretive center near the Upper Hoh River Road (Figure S-8).

Opportunities for stewardship and interpretive improvements in the right-of-way include pullouts for river access and interpretive kiosks describing the surrounding areas and giving directions to nearby destinations (Figure S-9). Fish passage improvements are recommended for the crossing over Lost Creek.

A keystone for interpretation and orientation in Planning Area 3 could be a rest area and interpretive center for the northwestern Olympic Peninsula area and Hoh rain forest.

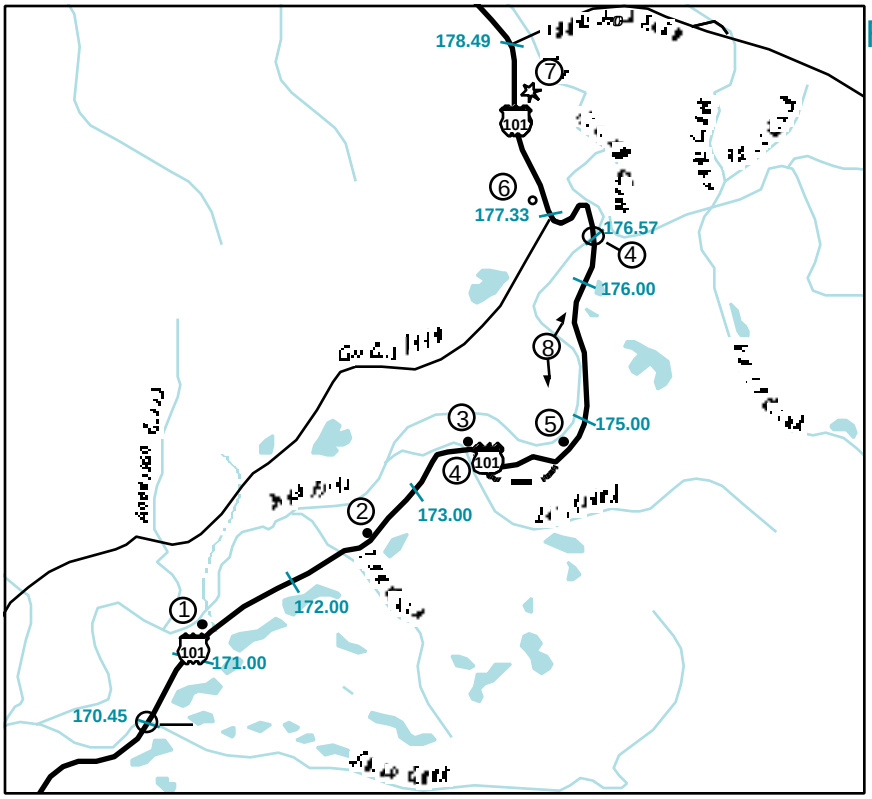


Figure S-9

Tentatively called the "Ironman of the Hoh Rest Area," the facility could be developed in partnership with the Department of Natural Resources, Jefferson County, and other organizations. The facility could include a staffed building with public rest rooms, an information center providing information on travel routes, campgrounds, hotels, walking paths, points of interest, tours and other services. Interpretation could be provided on the rain forest and adjacent timber lands, addressing the unique forests in this region, their qualities and varied functions, including habitat, recreation, timber, and cultural significance. The location of the facility could provide enhanced views of the Olympic Mountains to the east and of the Hoh River valley. Other features could include park-and-ride space for overflow parking during peak Hoh rain forest visitation, a transit shelter for Jefferson Transit, and bicycle storage facilities (Figure S-10).

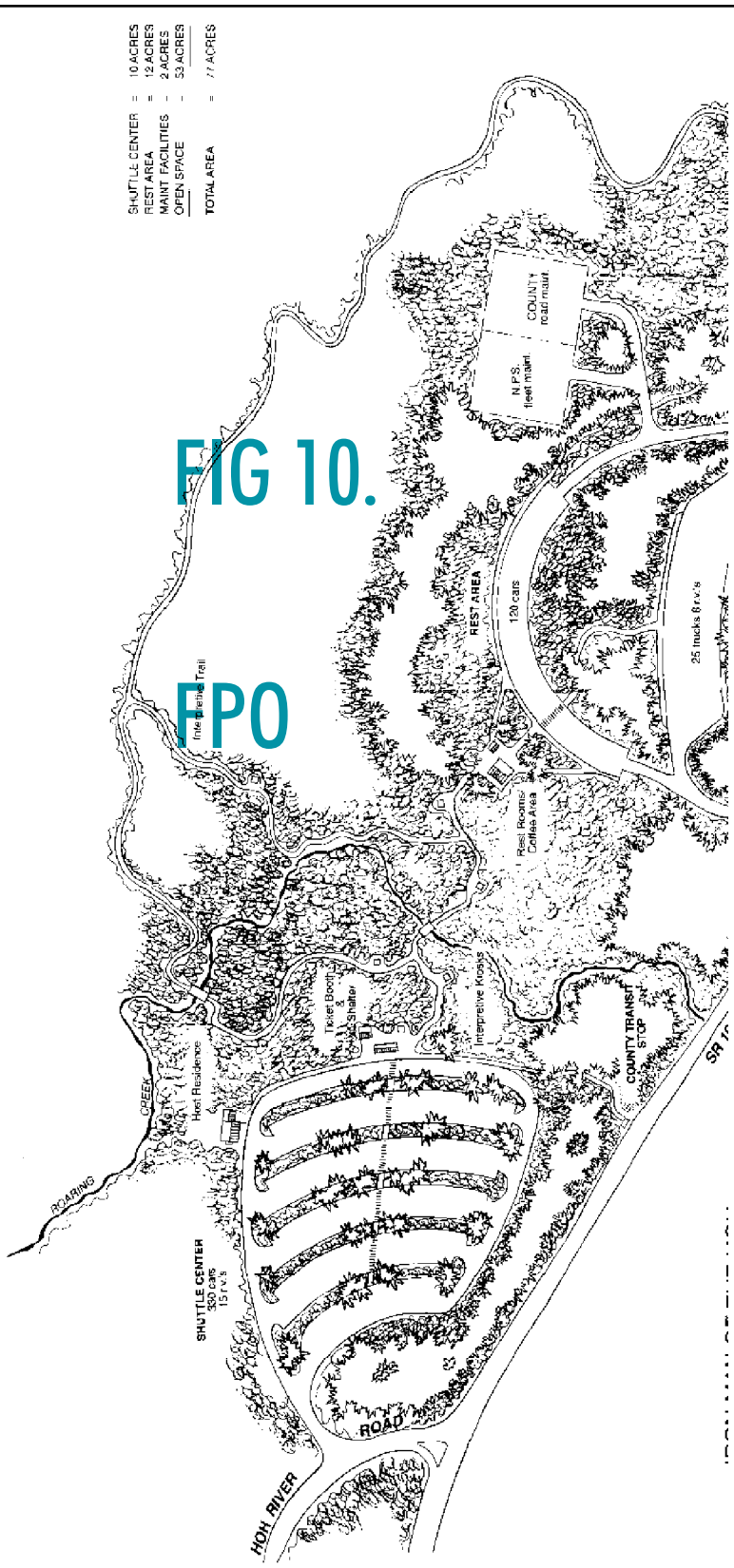


Figure S-10
Sample Corridor Enhancement
Iron Man of the Hoh Rest Area

Planning Area 4

Planning Area 4 is within two geographic subregions: the North Olympic Coast and the Puget Lowland. The North Olympic Coast subregion is formed by the intersection of the Olympic Peninsula and the Strait of Juan de Fuca. The arching shoreline received its form from the last glacial period. Today, waters of the Strait undercut the narrow upland plain, creating bluffs overlooking narrow beaches. In the eastern part of the subregion, sediments from rivers and the eroding cliffs are carried along the shore by currents to form spits (Ediz Hook and Dungeness Spit) enclosing small bays. The Strait's diverse marine environment penetrates this region of dense conifer forests.

Planning Area 4 traverses an upland plain with views of both the Strait of Juan de Fuca and the alpine heights of the Olympic Mountains. Port Angeles and surrounding communities are the center of commerce for the northern Olympic Peninsula. Their history illustrates the area's development and heritage. Plans for downtown redevelopment demonstrate the region's ongoing vitality and resilience.

The Puget Lowland subregion is an elongated, depressed area now partially submerged beneath the Puget Sound. The subregion is characterized by low relief with almost all of the region below 500 feet. Long arms of the sea extend southward from the Strait of Juan de Fuca to the City of Olympia. Topography of the lowland is defined by glaciation and modified by stream erosion and deposition. Conifer forests thrive in the temperate marine climate.

In the Port Angeles-Sequim area, U.S. 101 provides access to the nearby exceptional landscape of the Dungeness Spit and its associated river delta and bay. This is the only area of the Corridor that offers extended views to the alpine areas of the Olympic Mountains.

Heritage resources in this Planning Area are mostly located in or near Port Angeles, Sequim, Dungeness, and Port Townsend. There are two National Historic Landmark districts at Port Townsend, another National Register historic district at Irondale, multiple historic properties at Hadlock, and over 70 properties in the area that are individually listed in the National or State Registers of Historic Places.

Vegetation management strategies for the right-of-way include opening views near the intersection of U.S. 101 and SR 9A and at the crossing of Dry Creek, defining and reducing the cleared shoulder area near milepost 240, and opening views into the forested area located near milepost 247.

Subcorridor 4 Case Study

Planning Area 4's Subcorridor is approximately twelve miles long extending from just west of the Elwha River crossing to the Port Angeles central business district and waterfront. This section of highway is characterized by the scenic Elwha River valley and adjacent hillsides, forest and agricultural lands, the Olympic Mountain Range, low to medium density neighborhoods surrounding Port Angeles and the active urban environment of central Port Angeles.

Mobility and safety strategies include safety and access improvements at the U.S. 101/ Airport Road intersection and the Elwha River Bridge, bicycle/pedestrian improvements along U.S. 101 east of the SR 112 intersection, and pedestrian improvements near the Port Angeles waterfront (Figure S-11). Right-of-way stewardship strategies include constructing a gateway center in Port Angeles, adding interpretive signing, and enhancing the information kiosk at the existing park-and-ride lot (Figure S-12).

The main facility proposed for interpretation on the Northern Olympic Peninsula is a gateway center located at the international ferry terminals on the Port Angeles waterfront (Figure S-13). Located and designed to augment other existing and proposed facilities in the district, this facility would provide orientation information and interpretation. It would help strengthen the character of the waterfront and the links to other services and resources in Port Angeles as well as other parts of the Corridor. This facility could be developed in association with the City of Port Angeles, local business entities such as the Chamber of Commerce, and WSDOT.

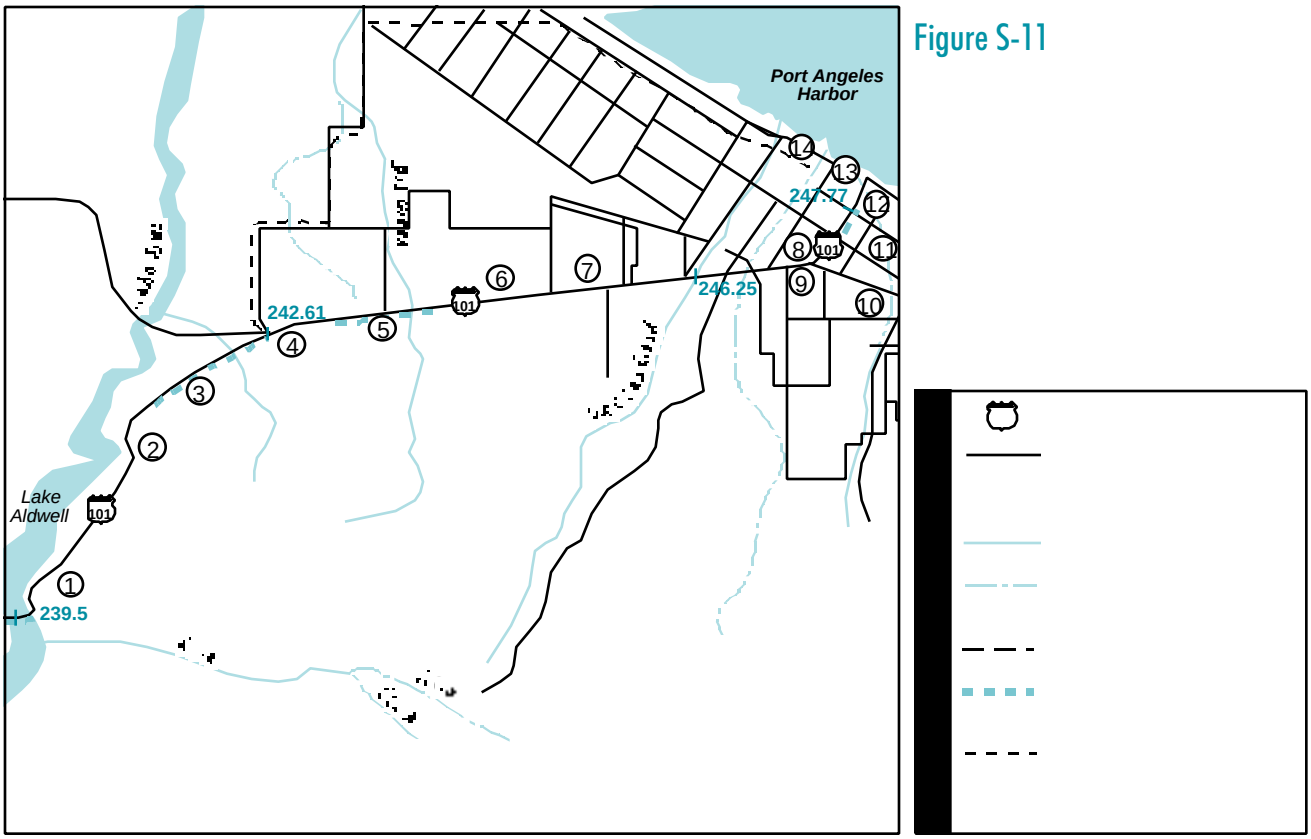

Port Angeles Harbor
Lake Aldwell
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Figure S-11

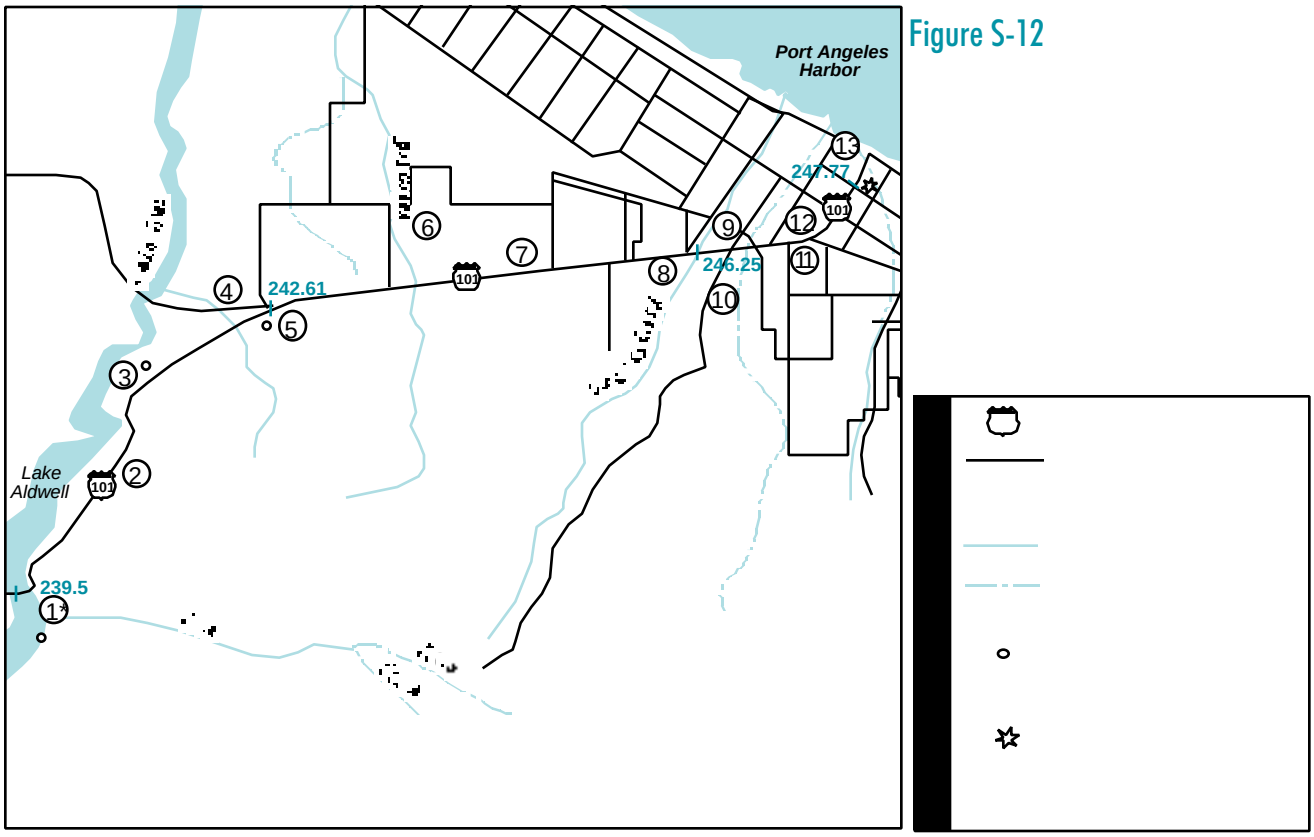
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Figure S-12

Fig. 13

FPO

Figure S-13
Sample Corridor Enhancement
Port Angeles Gateway

Planning Area 5 North

Planning Area 5 North is within two geographic subregions: the Olympic Mountains and the Puget Lowland. It is mostly within the Puget Lowland, which is an elongated, depressed area now partially submerged. The geology and topography of the subregion was formed by the Puget lobe, an ice sheet that pushed into the area from the north. Long arms of the sea extend southward from the Strait of Juan de Fuca to the City of Olympia. The Dosewallips, Hamma Hamma, Skokomish and other rivers flow from their headwaters in the Olympics depositing sand and silt in the Hood Canal, forming deltas and estuaries.

Topography of the lowland is defined by glaciation and modified by stream erosion and deposition. Conifer forests thrive in the temperate maritime climate. A small portion of the planning area near Mt. Walker is within the Olympic Mountains subregion. The Olympics consist of sandstone and volcanic mountains deeply dissected by glacial activity with sharp-crested ridges that rise to almost 8,000 feet.

U.S. 101 in Planning Area 5 North is one of the most scenic drives along the Coastal Corridor. The road presents almost constant views of Hood Canal and in the northern part of the area offers views of Mount Walker. The rural character and scenic qualities combine to make this stretch of highway a pleasurable driving experience.

In Planning Area 5 North, the area along U.S. 101 from south of Quilcene to the Great Bend of Hood Canal is an exceptional scenic landscape. This stretch of U.S. 101 follows the shoreline more closely and for a greater distance than any other in Washington. For most of this area the roadway follows the terrain, winding and rolling around creeks and bays on the rocky shore of Hood Canal. The area offers regular views along Hood Canal and occasional views up river valleys to the rugged Olympic Mountains.

The Hood Canal area supports many resources, both in and along the water and landward toward the Olympic Mountains. Interpretive strategies for this area include a series of waysides along U.S. 101 describing the natural resources, history of exploration and development, and Native American cultures.

Strategies for managing vegetation in the right-of-way include opening and maintaining views of Hood Canal and the surrounding forested hillsides. In several areas steep slopes are bare or poorly covered. Adding native vegetation to these areas can improve their appearance and help slope stability. In other areas, screening is recommended to provide more privacy for nearby residences and a more natural appearing roadside for the traveler.

Subcorridor 5 Case Study

Planning Area 5 North's subcorridor is located in the east-central portion of the Coastal Corridor and is approximately 10.5 miles long. It stretches from just north of the Hamma Hamma Recreation Area Road to just south of Lilliwaup in Mason County. This section of highway is two lanes and is characterized by forested wayside, the adjacent Hood Canal, infrequent residential and commercial development, and small historic settlements.

Along most of Hood Canal, many slow-vehicle turnouts are poorly marked and are non-standard. This, combined with the rolling and winding nature of the road, presents a frustrating and potentially hazardous situation. Mobility improvement strategies for the subcorridor address turnout-related issues, and also include widening shoulders, and establishing pedestrian walkways on the Hamma Hamma estuary and Hamma Hamma River bridges (Figure S-14). Subcorridor right-of-way stewardship opportunities include constructing orientation kiosks (Hamma Hamma Recreation Area Road), interpretive waysides (Eagle Creek estuary), and improving existing pullouts at Lilliwaup, for example (Figure S-15).

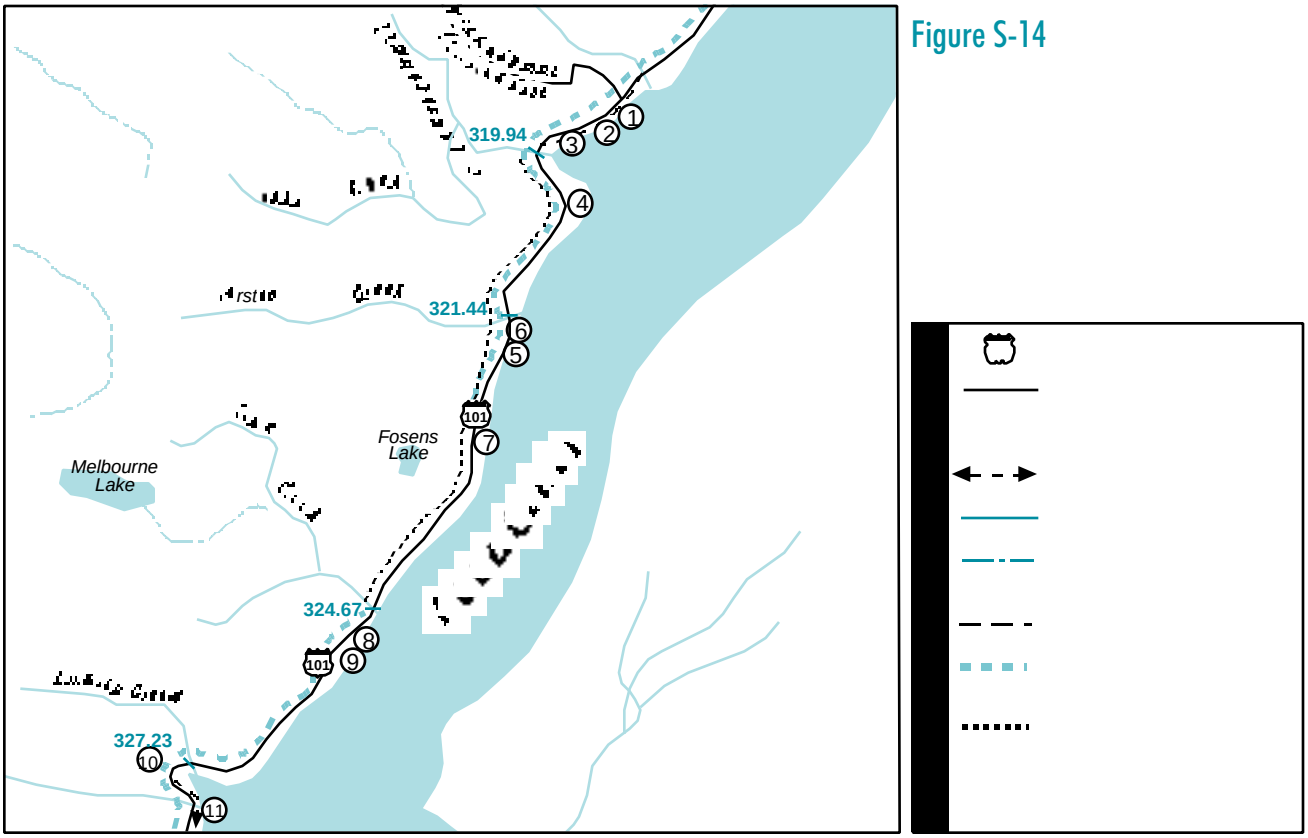
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Figure S-14

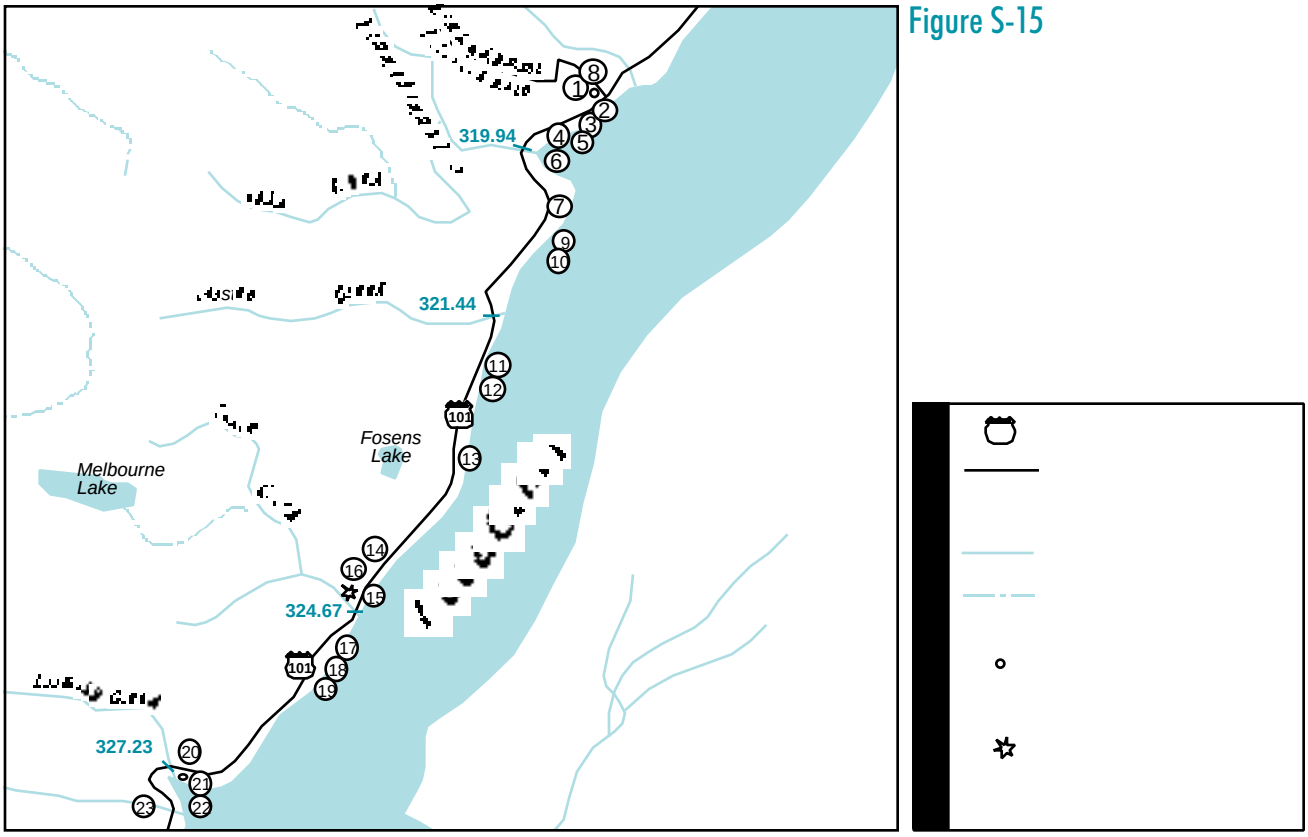


Figure S-15

Planning Area 5 South

Planning Area 5 South is located in the Puget Lowland. The area traversed by U.S. 101 is characterized by low relief, with almost all of the subregion below 500 feet.

U.S. 101 in Planning Area 5 South provides a mix of experiences for passing motorists. The traveler glimpses mudflats and estuaries, streams, agricultural pastures and forest, and rural and urban areas. Travel on the roadway is facilitated by the lack of curves or signals, and developed areas are largely bypassed. Although travel through the area passes quickly, the scenic quality invites further exploration.

The Oyster Bay–Mud Bay exceptional scenic landscape is a short segment of the Shelton–Olympia landscape district near the terminus of Highway 101. This scenic landscape includes the southernmost estuarine areas of Puget Sound, separated by fingers of upland landscape in forest, waterfront second home development, or agricultural use. Short streams begin in the watershed then drain into Totten and Eld Inlets, forming the estuarine areas of Oyster and Mud Bays. The only section of the Highway 101 corridor adjacent to the lower Puget Sound, this landscape is an exceptional example of intact, high quality estuarine environments made up of mud flats and wetlands.

Heritage resources in Planning Area 5 South include historic properties located in Shelton, Olympia, and Tumwater. These include the Mason County Courthouse, Central School, and South Capitol Historic District. Heritage resources in this area could be interpreted through orientation kiosks and interpretive displays at waysides or pullouts.

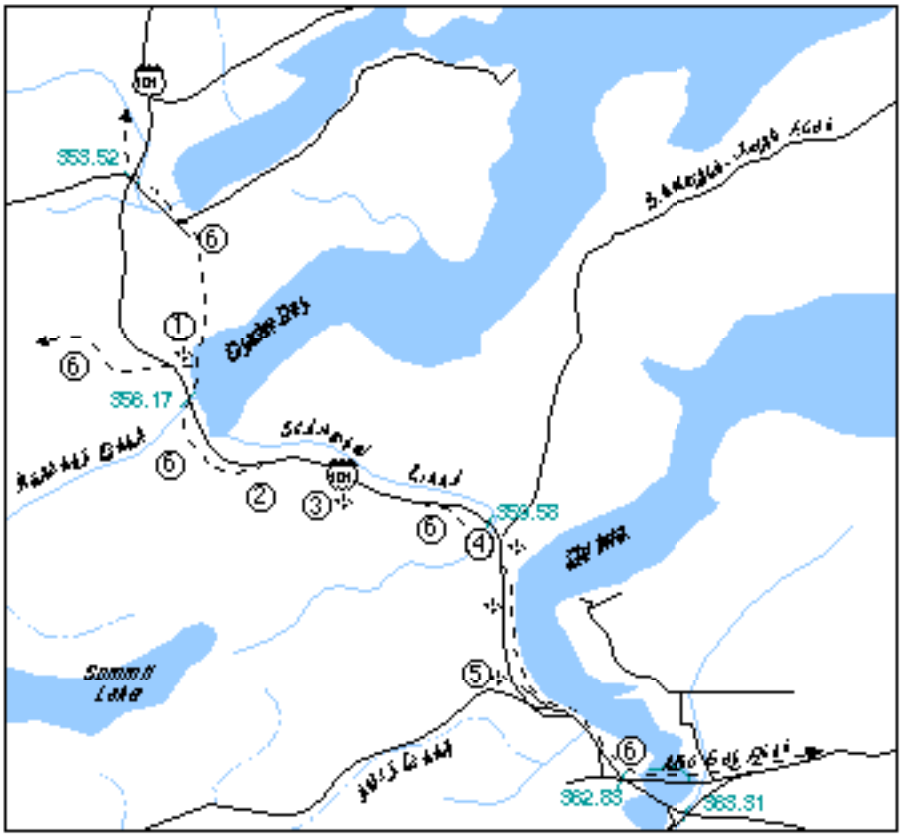
Vegetation management for Planning Area 5 South includes three main strategies: maintaining or opening views, screening views, and developing a varied forest edge. To open views, vegetation would be thinned and a sustainable plant community developed that is low growing. In other areas, taller vegetation would be established to screen views. A varied forest edge would be managed in other areas to maintain visual interest and remove trees with larger trunks from the right-of-way area.

Subcorridor 6 Case Study

Planning Area 5 South's subcorridor extends approximately ten miles from the SR 108 junction to the Delphi Road Bridge over U.S. 101 just east of Mud Bay and west of the Olympia–Tumwater metropolitan area. U.S. 101 is four lanes in this section and is characterized by adjacent forest, farmland, intermittent views of the adjacent inlets, and small, commercial activity centers.

Mobility improvement strategies for the subcorridor mainly address bicycle concerns. There is a lack of shoulder area, and some bridges such as the Kennedy Creek crossing do not have sidewalks or shoulders. There is a high volume of vehicle traffic on U.S. 101. Therefore, mobility improvements could include signing an alternate bypass route for bicycles (Figure S-16).

Right-of-way stewardship opportunities include an orientation and interpretive pullout near Kamilche and the SR 108 junction. This could provide information directing travelers toward the north (Shelton and Hood Canal) or toward the westward to the Washington Coast (Figure S-17). It could also provide interpretive information on the cultural history of the Squaxin Island people and their integration with the area's ecosystem and could be developed to integrate with the tribal facility. An interpretive pullout could also be provided at the head of Oyster Bay. Views of the bay available here offer opportunities to interpret qualities and functions of the mudflats, estuary, and shellfish.



Planning Area 5 South
Subcorridor 6
Thurston County

Case Study:
Mobility Improvement Opportunities

LEGEND

- U.S. 101
- Other Roads
- 178.49 Mileposts
- Bike Bypass
- Creeks/Rivers
- Streams w/Priority Habitat
- New or Improved Interchange

ROW = Highway Right-of-Way
SRMP = Signed Route Milepost

1. Construct grade-separated interchange with Hurley-Waldrup Road. (SRMP 355.0 to 356.0).*
2. Construct frontage road and under-crossing for Country Road (SRMP 357.07 to 358.0).* Promote and maintain agricultural uses in the vicinity of Kamilche Valley. Improve vegetation management in the electrical transmission line corridor between Oyster Bay and SR 108 interchange.
3. Construct interchange and frontage road with Holiday Valley Road (SRMP 358.0 to 359.0).*
4. Construct interchange with Steamboat Island Road (under construction) (SRMP 359.05 to 359.90).
5. Widen Shaker Church Road to four lanes and add two lane on-ramps and/or a connection from SR 8 to U.S. 101 (SRMP 361.0 to 361.52).*
6. Create a bicycle "bypass." Provide signing and moderate improvements to direct bicyclists to a route off of U.S. 101.

Existing Traffic Conditions

AADT .....17,000 - 37,000
Truck% 8
Level of Service A/B

2015 Projected Traffic

AADT .....28,800 - 66,500
Level of Service A - D

* These projects are already included in WSDOT's "financially constrained" 1995 Statewide Highway System Plan.

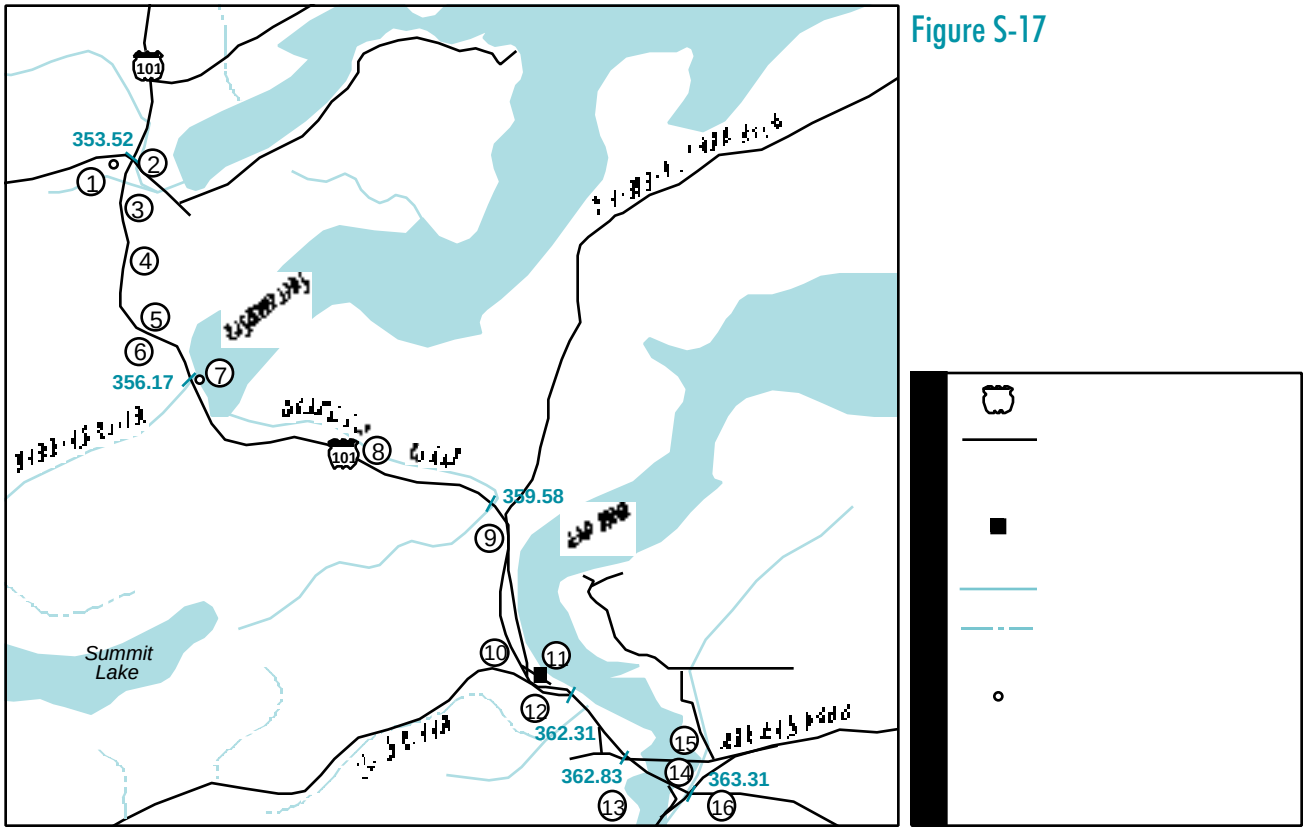

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Figure S-17

Vision Statement

The Vision Statement was developed through interjurisdictional and citizen involvement at both the 1992 and 1993 Coastal Corridor conferences. The vision provides a common understanding of what makes this Corridor unique and what communities expect to accomplish through the Master Plan.

The Washington Coastal Corridor U.S. 101 Scenic Byway:

- Provides the opportunity to showcase our natural splendor;
- Provides a world class touring experience;
- Enhances scenic, recreational, and heritage resources;
- Fulfills multimodal travel needs;
- Establishes a corridor management planning standard for future projects will be measured; and
- Balances issues of mobility, economic development, and scenic, natural, and cultural heritage and environmental stewardship.

Washington State
Department of Transportation
Olympic Region P.O. Box 47440
Olympia, Washington 98504-7440

Prepared by Parametrix, Inc.
in association with Jones & Jones; Pacific Rim Resources;
Sverdrup Corp.; LAAS; Berryman & Henigar; BST Assoc.; and
Curtois & Assoc.